



Hero Next Door

A publication of Civil Air Patrol History

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Assistant to the National Historian, Archivist Captain James L. Shaw Jr.

From the Editor: Captain Jim Shaw

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Part of being a Historian is the desire to learn and share with others. The desire to learn is usually sparked from something we have in common with a subject. That interest does not have to be civil air patrol, flying, or aerospace education though for us we already have it. A general curiosity may be all that is needed to become a historian. Do you have that type of curiosity? The Historian Specialty track is an important part of the daily squadron functions. We are making history every time we have a meeting, anytime a decision is made. One of the greatest feelings I feel that a Civil Air Patrol member can get beyond all of the uniforms, awards, and decorations is a sense of being part of something historical.

We as an individual may not do something on our own that makes the history books but we can still be a part of the great energy that has existed within the CAP. Remember the date December 1, 1942. Do you think that those who helped form CAP knew what type of impact it would eventually have? They were very aware of the potential, did they really know we would still exist over sixty years later. That thought in it self is amazing to me. The more I learn about our history the more I respect all of its members. That respect stands for people that I know who have been in for 63 years down to the newest cadet I recruited on Friday the 1st of July.

This young lady who is a 17 year old senior and already signed for the Delayed Entry Program into the United States Marine Corps wants to attend my Squadron to learn to be a leader, march, and prepare for her future. She currently has a Young Marines Squadron at her high school but likes what CAP has to offer. How many 17 year old females would trade a day at home for a day spent volunteering. This is the type of people we have. Take a look at your squadron, a real and dedicated look, and you will be amazed as well. If you don't have a specialty track or would like to consider another please look into being a Historian, after all you are part of it.

***** IMPORTANT INFORMATION *****

I have received a lot of feedback about the newsletter, the contents, and my intentions with it. This newsletter is not by any means intended to be a replacement for the Civil Air Patrol News that NHQ publishes. This newsletter is strictly for Historical Information dating from our beginning 1940's thru 1990's. If you have historical information you would like to share I appreciate all input. This is a very important project and I do not want CAP NHQ to think I am trying to bypass them. Please make sure that all Submissions are of Historical Value and not within the last 15 years.

A day in CAP History: Colonel Leonard A. Blascovich, CAP National Historian

Do you know which Civil Air Patrol insignia design holds the record for being in active service, without change the longest? It was and still is the cloth embroidered cadet cap patch. 1 ¼ inch blue disk with white wings and red two bladed propellers was first authorized for Civil Air Patrol cadets by CAP Bulletin No. 42 dated Nov. 20 1942.

With the cadet shoulder patch worn ½ inch below the left shoulder seam at the silver CAPC cut-out letters worn over the right pocket. This completed the authorized insignia for the cadet uniform in 1942. When cadets were appointed to leadership positions, they wore the embroidered sleeve titles for “squadron commander,” “squadron staff,” or “flight leader,” ½ inches below the cadet shoulder patch.

The Air Service Branch of the U.S. Army Signal Corps adopted the two bladed propeller and wings insignia in 1918. These insignia were blackened bronze, although the propeller was silvered. This design was retained in gold and silver for officers and in all gold colored metal on a gold disk for enlisted personnel of the Air Corps and Army Air Forces through World War II. It was the official army aviation cadet insignia worn in gold embroidered on black background or navy blue 2 ½ inch circle patch on the lower right sleeve, as well as a large metal gold and silver cap device.

While the U.S. Army Air Corps wore the winged propeller in gold and silver, the CAP officer wore the same design but in all silver. These were worn on the left collar of the shirt, when worn with out the service coat, on the coat lapel and for a short time, July 7, 1942 to Aug 3, 1942 on the left front of the flight cap.

The CAP cadet insignia was a natural progression, trying to incorporate the traditional Air Force and aviation cadet design with a distinctive device that would identify the wearer as a member of the Civil Air Patrol cadets. The regular CAP members had already been authorized a red, white, and blue embroidered cap patch, due to the metal shortage in 1942, so the use of red, white, colors on the blue cloth disc just seemed logical choice. Variations of the propeller and wing design were later used in CAP insignia to recognize participation in cadet encampments and membership in the Air Corps Enlisted Reserve. Nevertheless, the design and color combination of the cadet cap patch holds the record for the longest active continued service of any CAP Insignia..

A metal version was authorized in the 1960's only to be worn on the male service cap and female service hat, but the cloth-embroidered patch remained the same for more than 58 years. Until it was slowly being replaced by the medal one on the flight cap starting in mid 1984.



Pieces of History: Lt. Colonel Todd Engelman GAWG GP4 Deputy Commander

During WWII, CAP performed many domestic tasks to augment our military. One of the lesser known functions was performing guard duty at some airbases within the US. The Civil Air Patrol Guard was established for this function and was allowed in many instances to be armed. They were identified by their distinctive patch showing "CAPG" and a pair of crossed rifles.



Preserving our Heritage: Drew Steketee Executive Director CAP Historical Foundation

The Civil Air Patrol Historical Foundation is offering a piece of CAP History to members and supporters, while helping preserve CAP's proud heritage. A \$20 donation to the CAPHF will be rewarded with a 12-minute VHS on the "CAP Subchasers of WWII". The latest history book on the Coastal Patrol, from Maine to Mexico, is also available for a \$20 donation.

Postwar CAP, as the auxiliary of the U.S. Air Force, is celebrated in a color reproduction of an actual 1950's vintage official poster titled "On the Air Force Team". The poster depicts CAP's L-16 search plane and Air Force fighters of the period. It's also available for a \$15 dollar donation. Orders are also being accepted for a limited number of jacket patches and flight bag stickers featuring the WWII Coastal Patrol "Little Plane-Big Bomb" insignia, as adopted (with permission) by the CAP Historical Foundation. A \$15 donation is requested for each.

CAPHF is officially recognized by the CAP. All contributions are tax deductible. Address donations (checks payable to CAP Historical Foundation) and desired historical item(s) to: Drew Steketee, CAPHF Executive Director, 21212 Sweetgrass Way, Ashburn VA 20147.

Member Submitted: Captain Jim Phillips GA075 PAO

Civil Air Patrol Model Rocketry Training 1970's



2—Savannah Evening Press. Thursday, March 15, 1973

First in This Area

Commander of the Georgia Civil Air Patrol Wing, Col. Raymond B. Mabrey, (top, center) presented the first four Mitchell certificates awarded in this area to four cadets at a recent meeting of the Air Force Association at Hunter

Army Airfield Officers' Club. Recipients completing training in five major areas of leadership and aerospace education are (front) Wayne D. Johnson and Michael E. Parker, and (back) Leviticus A. Lewis Jr. and C. Mark Knight.

Clipart Corner: Captain Jim Shaw

Please email me at the address below and I will send any clipart I have that may be needed by a CAP member.



Preserving History: Captain Jim Shaw

1. Use a regular camera if possible and opt for a picture disc when processing. This will allow you to have the pictures already preserved and downloadable in the highest possible resolution. When you scan pictures and then try to print them they have a tendency to be clouded with a redish tint. This can be avoided by getting the disc.
2. When using a digital camera use the format that allows for the highest resolution. This not only allows you to have better quality pictures but also allows for larger pictures to be printed. This can be very handy when wanting to make large posters or if the local news media would like some stock photos. This option will also let you blow these photos up for recruiting boards.
3. When naming or categorizing the photos use the properties menu to put a brief description of the photo with important information. This can be very beneficial when you need a photo later down the road and the person may not be easily available.
4. After the calendar year has ended take the photos and store them on multiple disks. Make one for the squadron historian and keep one for future use. You could also go as far as to start a photo binder labeled with the year and have a small sample of each photo that corresponds with the picture on the disk.
5. When taking photos always take multiple shots of the same thing. Use different angles and lights if possible. When you take a picture and then immediately take another chances are there are going to be slight differences that might make a big difference in the way it looks.

Contact Information:

Newsletter Contact

CAP Asst. to National Historian
Southeast Region Historian
Merry Acres Cadet Squadron
Commander GA805
Captain James L. Shaw Jr., CAP
2616 Pine Valley Road
Albany GA, 31707
Home# 1-229-446-8530
caphistorian@mchsi.com

CAP National Historian
Colonel Leonard Blaskovich., CAP
100 – 30 Elger Place
Bronx, New York 10475
Home# 1-718-379-8666
Fax# 1-718-320-1631
Len_b@ix.netcom.com

CAP National Curator
Colonel A. Schell., Schell
403 Grayslake Way
Aberdeen, MD 21001
Home# 1-410-273-6610
awmschell@juno.com

Civil Air Patrol Historical Foundation
Executive Director
Mr. Drew Steketee
21212 Sweetgrass Way,
Ashburn VA 20147
drew@beapilot.com